

MILLENNIUM BULK TERMINALS - PASCO

ENVIRONMENTAL IMPACT STATEMENT

PUBLIC SCOPING MEETING COMMENTS

QUIET ROOM

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Tuesday, October 1, 2013

4:00 p.m. to 8:00 p.m.

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TRAC Center

6600 Burden Boulevard

Pasco, Washington

1 PASCO, WASHINGTON; TUESDAY, OCTOBER 1, 2013

2 4:04 p.m.

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4 P R O C E E D I N G S

5 SPEAKER 1: First of all, I would like to  
6 talk about the issue of too much train traffic. I've  
7 heard that one in the past.

8 And any time we transport or ship anything  
9 out of the country, it has to travel by railcar or  
10 ship, or truck. And if it was apples, nobody would be  
11 complaining. They would think it was great.

12 One thing about our coal here in the United  
13 States, it's some of the cleanest coal in the world.  
14 And they're going to be burning this coal in China.  
15 If they don't burn our coal, they will burn coal that  
16 is dirtier. It will cause more problems for not only  
17 them but the rest of the environment around the world.  
18 So I think it's very important that we do transport  
19 our cleaner coal to countries that are going to use it  
20 whether we ship it to them or not.

21 And that's about all I have to say. Thank  
22 you.

23 SPEAKER 2: Potential hazard of coal train to  
24 people's health and environmental -- environment have  
25 not been well studied before.

1           We need to know, one, does the cover spray on  
2 coal prevent microsize dust particles from escaping?  
3 Because the microsize particles are the most dangerous  
4 one to human lungs. Two, if they escape, what will be  
5 the pollution level of the microsize dust?

6           It is projected that a 95 percent increase in  
7 traffic by coal shipping in the Columbia River. In  
8 the last decades we have spent millions of dollars to  
9 bring back salmon into the Columbia. This year we had  
10 record salmon run. Will the coal shipping to China  
11 wipe out the effort we made to bring back salmon?

12           We need to know the impact of coal pollution  
13 from transport and mega coal piles at the port and  
14 diesel emission from tow boats discharged in air,  
15 water, and aquatic system, and the impact of heavy  
16 coal traffic on fishing and tourist activities in the  
17 coal river -- oh, sorry, the Columbia River Gorge  
18 National Scenic area. These studies need to be done  
19 in the entire length of the river that coal and barge  
20 travel.

21           Final comment, our local taxes will be  
22 increased to accommodate coal trains such as building  
23 overpasses to alleviate the lengthy roadblocks. Why  
24 do Washingtonians have to subsidize cheap coal for  
25 China?

1           SPEAKER 3: William Smith. I'm with the --  
2 president of the Central Washington Building Trades  
3 Council.

4           And I'm here in support of the Millennium  
5 facility. We need more family-wage jobs, more  
6 apprenticeship opportunities. And we also need to  
7 work harder with business and labor to create these  
8 types of opportunities.

9           So that's really I got.

10          SPEAKER 4: All right. My name is Derek  
11 Donnelley. I'm treasurer of the Central Washington  
12 Building Trades Construction.

13          And I am in full support of this bulk  
14 terminal they've got there in Longview. I think we  
15 need to -- we've got an aging work force so we need to  
16 keep continuing with the apprenticeship utilization.  
17 We do support family-earning wages in Washington  
18 state.

19          Washington state, one of the biggest things  
20 we have right now is trade and commerce. And if we  
21 don't support stuff like this, we are going to fall  
22 behind. And we are going to lose work to California.  
23 We're going to lose work to Canada. And the operating  
24 engineers is in full support of this.

25          SPEAKER 5: There's a study called the Health

1 Impacts of Coal Dust. I got it off the Internet. And  
2 it talks about the impact of coal dust on the health  
3 of people that are living close to the tracks or those  
4 of us who don't live close the tracks. And it cites  
5 the sources of -- 11 different sources that are cited  
6 in this article.

7 Secondly, if they're using five diesel  
8 engines per train, which is one of the things that's  
9 proposed, if that's the case, then would the  
10 particulate matter of coal dust and the particulate  
11 matter of diesel together have a very negative impact,  
12 increases the problem of both of them?

13 Thirdly, who pays for the upgrades for the  
14 crossings?

15 Fourthly, who is considering the damage  
16 that's done to the gorge? It was important enough for  
17 the site -- the area to be made a recreational area,  
18 and it should be important enough for us to get  
19 safeguarded.

20 We need to think locally and act globally  
21 which is to say that if there is -- there's no impact  
22 locally that does not affect us globally and vice  
23 versa. The example being acid rain. The acid rain  
24 that is created by the coal already used in China  
25 impacts us in the United States and, therefore, the

1 acid rain - I hate it when this happens - made by the  
2 United States of America impacts Europe which,  
3 therefore, continues back to Asia. There's no way to  
4 get away from global action. Everything we do affects  
5 us -- affects us, there we go.

6 In addition, China has enough coal resources  
7 on their own that the need to -- what China is saying  
8 is by 2015 we will have cut back on our processing of  
9 coal. But there is enough coal in China currently to  
10 cover their costs. Who's going to make the  
11 difference? They're going to use the United States  
12 coal to make up a difference which they already have  
13 enough coal in their own resources.

14 That's it.

15 SPEAKER 6: I guess as a resident of  
16 Washington since 1956 with a little time off I've seen  
17 a lot of foolishness come and go. And people like to  
18 talk about sustainability, both in terms of our food  
19 and our energy. I sometimes wonder if they understand  
20 anything beyond the obvious rhetoric.

21 There's an emotional appeal and it makes  
22 everybody feel great. And I hear people talking about  
23 thinking locally and acting globally. And it's like  
24 what does that even mean?

25 There is an issue -- I'm married to an

1 electrical engineer who profoundly understands energy  
2 and the people in this community in particular who  
3 also understand and feed us every day. Things are  
4 complex and work together.

5 But one thing that's very important is that  
6 we keep people employed, that we have reliable sources  
7 of energy. And when they're tied together, what's bad  
8 about that?

9 There are parts and countries around the  
10 world, if people want to talk about thinking globally,  
11 that don't have the luxury of deciding where their  
12 energy comes from. They just want access. They want  
13 their kids to be able to read and go to school. They  
14 want to drink clean water. They want to eat good  
15 food. They may live in a place, for example, where  
16 food is not easily grown or easily supplied.

17 I think it's time to get out of our head,  
18 where the sun is shining, where the thinking is clear,  
19 and start behaving like adults and get past the silly,  
20 feel-good stuff.

21 SPEAKER 7: Well, I'm a citizen of Richland.

22 And I just have an observation beyond all the  
23 other comments and issues that one thing to consider  
24 is first the coal is going to go somewhere. If it  
25 doesn't go through here, it's going to go through

1 Canada. If it does not go to Long -- through  
2 Longview, it's going to go through Seattle and Puget  
3 Sound and all the way to the Canadian ports that will  
4 accept it. This is greatly favoring the Longview  
5 terminal and saves a lot of congestion and disturbance  
6 in the Seattle area. They should be on board for  
7 Longview.

8 SPEAKER 8: Well, I see some areas that he's  
9 in prison, she's somewhere else. So it -- so he's got  
10 enough coal to run a electric generator. He doesn't  
11 have to pay anything for his electricity.

12 That's about all I know. Okay.

13 SPEAKER 9: Hello. I'm Bruce Kerr from  
14 Kennewick, Washington.

15 And I'm here to comment about the coal export  
16 terminals and rail shipments through our state. And I  
17 think this is a bad idea.

18 We live in a time when we know now like 95  
19 percent of climate -- scientists agree that climate  
20 change is happening, it's not going to be good, and  
21 it's human caused. One of the main causes of it is  
22 burning fossil fuels, coal being amongst some of the  
23 dirtiest fuels being burned.

24 And this is fuel and climate change and ocean  
25 acidification. These will be a big problem in the

1 upcoming years and for -- especially for the next  
2 generation. I'm a grandfather. I do care about my  
3 family and the future. And I want people to take the  
4 long view, not just is it a job here for me now and,  
5 you know, for the next maybe ten years that somebody  
6 has that job. They should take the long view, is this  
7 going to be -- is this good for me, is this good for  
8 everyone, is this good for generations in the future?

9 I think it's been a bad idea from two points  
10 of view. One, environmental. We know it's happening.  
11 As a person, I have witnessed the -- there are certain  
12 things that we can't do now. For example, I went ice  
13 skating on ponds around Kennewick when I was a kid.  
14 You can't do that now. The ice doesn't freeze that  
15 thick, okay.

16 Sometimes here -- okay. And so climate  
17 change is coming. The more coal we burn, the worse  
18 it'll be. We ship it abroad, they'll burn it even  
19 dirtier than we do here.

20 Okay, the coal industry knows that coal is on  
21 its way out. It's dying, so they're going to try to  
22 ship it wherever they can get it. They're in it for  
23 the buck. Make the money for the company now.

24 We've got to think of the whole people in the  
25 world and not just our generation, future generations,

1 okay.

2 Then the thing is the jobs. Jobs. We have  
3 shipped a lot of -- some of our factories over to Asia  
4 and now we're going to ship them the energy to run  
5 those factories that take our jobs away? How dumb is  
6 that? I do remember seeing a Geneva Steel Mill in  
7 Orem, Utah. It was cut apart, shipped off to Asia.

8 I trained as an electrician, went through  
9 electrician school. And I was with these people whose  
10 jobs got replaced. And now we're going to send them  
11 the energy to run the facility -- to run that factory  
12 or other factories like it to take away more American  
13 jobs?

14 By the way, wind power -- wind power employs  
15 more people than -- than the coal industry. Plus  
16 solar.

17 Time's up?

18 JENNIFER: You can just wrap up your  
19 sentence.

20 SPEAKER 9 (CONTINUING): Well, I think we  
21 need to start thinking long term and not just about  
22 ourselves, about everybody, what's good for everybody.  
23 Thank you.

24 SPEAKER 10: I'm was born in Richland.  
25 Coal trains have no place in Washington

1 state. These trains pass through towns created by  
2 railroads cutting them in half. Long waits at  
3 crossings disrupt economy and lifestyle, not to  
4 mention emergency vehicles waiting to cross. These  
5 trains delay traffic for up to 30 minutes at each  
6 crossing.

7 The rail system cannot withstand the amount  
8 of stress of these trains and the derailments. The  
9 coal dust pollution will effect each community, and  
10 life-styles and economy will suffer. The loss of  
11 income created far outweighs any profit. Send the  
12 coal trains to Canada on Canadian rails.

13 SPEAKER 11: Okay.

14 I have absolutely no problem with a -- with  
15 any kind of trains going down through our -- our  
16 terminals or even river-borne terminals down through  
17 the Columbia Gorge. I would ask that if you go ahead  
18 and do glove bag sampling, if they do NES sampling for  
19 waterborne resources. I would ask that the  
20 Environmental Impact Statement is a full impact -- is  
21 full statement. At this time we do need jobs, not  
22 just in Southeastern Washington but there is needs for  
23 jobs in Northern Oregon.

24 This should not be as political an issue as  
25 it seems to be. But be as it may, that can also -- I

1 mean, you know, we can allow that also. But yes, this  
2 should be some of the -- we do some straight  
3 scientific studies and go ahead and see how things  
4 work out.

5 I did notice there -- there's a coal train  
6 issue that I also went across the -- the state of  
7 Washington until natural gas issues so this right here  
8 I will just keep my comments to the -- excuse me, oil  
9 train issue, but I will keep my comments to the coal  
10 train issue. And I'm fully in support of having coal  
11 trains down through the Columbia Gorge.

12 SPEAKER 12: My name is Bart Preecs,  
13 P-R-E-E-C-S, and I'm from Walla Walla.

14 I became interested in the coal exploration  
15 only recently. But the first thing I discovered in  
16 researching the hearing in Oregon was a brochure from  
17 the Oregon Department of Environmental Quality that  
18 indicated that coal dust was not regulated by any  
19 agency whatsoever. And I was stunned and appalled to  
20 discover this.

21 I believe that coal dust is a serious impact  
22 from this proposal and this should be a very serious,  
23 important part of the environmental impact statement.  
24 The fact that it's not regulated means to me that it's  
25 not monitored and that simply means that this

1 pollutant is not tracked at all and, therefore, it is  
2 thought -- presumed to be totally safe.

3           The level of coal dust that we encounter now  
4 from one or two trains a day is going to exponentially  
5 rise from six to ten, ten to 20. 20 trains a day will  
6 be a tenfold increase in the number of -- the amount  
7 of coal dust. And if no one is regulating it, no  
8 one's going to monitor it. We won't know how much  
9 there is. And we certainly won't know what kind of  
10 damming it's doing if we're not tracking that -- that  
11 substance.

12           So I would encourage the regulators, the  
13 Department of Ecology and other officials, to  
14 definitely include in the scope fundamental research  
15 on the amount of coal dust the trains are spewing out  
16 and any -- and any other -- and to measure carefully  
17 the impact that has on land, on water, on the people  
18 along the tracks. Those trains will go through our  
19 state from that whole border to the Pacific Ocean and  
20 they will be shedding coal dust every foot of the way.

21           And it's just unconscionable to me to imagine  
22 trying to allow this huge increase in coal train  
23 traffic without calculating the impact of that coal  
24 dust on our neighborhoods, our communities, our air,  
25 our water. And so that is an issue I think that the

1 Environmental Impact Statement should definitely focus  
2 on.

3 SPEAKER 13: My name's Mitch Newell with  
4 United Transportation Union slash SMART.

5 I would just like to show support for the  
6 Millennium terminal because it will bring the new  
7 investment needed to grow our trade industry and  
8 protect 40 percent of Washington jobs dependent on  
9 trade. The investment from the terminals will benefit  
10 not only agricultural, timber, and other products, in  
11 addition to coal. We look like possibly a direct  
12 benefit of 12,000 jobs, \$800 million in wages, and  
13 over 140 million in tax revenue from the combined  
14 proposal.

15 I feel that the energy needs of developing  
16 companies aren't going away. And without these  
17 projects they will be met by dirtier sources of energy  
18 from countries with weak environmental policies.

19 This project has been put on hold for over a  
20 year and a half awaiting study. It's time to get  
21 moving.

22 Thank you.

23 SPEAKER 14: I'll just give you my name. My  
24 name is F.W. George, that's what they usually use.  
25 And I'm retired railroad for Pasco, local -- UTU local

1 977.

2 And I'm in favor of this project. I know  
3 there's concern about coal dust, but there's very  
4 little coal dust comes off the top of these cars  
5 because they're sprayed with a waxy substance called a  
6 surfactant. And that's right at the plant where  
7 they're loaded. They're very carefully loaded.

8 Other freight trains en route do -- like soda  
9 ash trains, for example, they give off a lot more than  
10 these coal trains ever would. And you can see that  
11 yourself because they run the soda ash trains down the  
12 Union Pacific down the Oregon side of the Columbia  
13 River. If you compared the two trains, the coal train  
14 on the Washington side and the soda ash train on the  
15 Oregon side, you'd see that there's very little coal  
16 comes off of these trains. It's not in the interest  
17 of the railroad, the shipper, or anybody to lose any  
18 coal between Wyoming and -- and Longview or Port of  
19 Morrow, Boardman, Oregon, or the Cherry Point.

20 The technology is so far advanced. In the  
21 old days -- I used to work on a coal project in the  
22 1970s. It was called the Metropolis Coal Project.  
23 And -- and the technology that's in place over these  
24 projects is so far advanced over that it isn't funny.

25 That was in 1971 -- 1970, '71, '72 I worked

1 on a -- on a coal project for the Burlington Northern  
2 Railroad in Southern Illinois. And that was a  
3 blending -- that was a blending operation. And these  
4 are not blending operations.

5 Blending operations are more complicated  
6 because they're blending the different kinds of coal.  
7 They blend the coal for the BTU. That's what coal's  
8 all about is how much BTU you can get out of it. And  
9 this coal here has a low power. And those other  
10 projects, those -- they took hard coal and -- and  
11 blended it to get more power with the low-sulfur coal.

12 So anyway, I think many of the -- many of the  
13 complaints that are from other people are really over-  
14 done. This is actually very elementary industrial  
15 project. Even among coal operations this is very  
16 elementary. This is one straight coal right to one  
17 ship, no blending. It's not even really  
18 technologically challenging.

19 That's the end of my comments.

20 SPEAKER 15: Well, I think that the full EIS  
21 should include the cost benefit of transportation  
22 impacts in all of the communities where there are  
23 grade level crossings. What would the economic  
24 impacts of cars sitting in traffic be, what would the  
25 lost work hours be to the employees who are sitting in

1 traffic?

2 My husband sits in traffic waiting for coal  
3 trains to pass right now couple times a year in Pasco.  
4 He's billed at \$75 an hour. If he did that a couple  
5 times a month, that's \$150, you know, after several  
6 months of sitting in traffic.

7 While he's sitting in traffic he has his work  
8 van running because it's either too cold or too hot  
9 most of the time in Tri-Cities to turn off the engine  
10 while he's sitting there. So what is the impact of  
11 the CO2 from his van sitting in traffic and all the  
12 vans and cars and work trucks behind him? So that's  
13 economic and health impacts of the emissions from  
14 those vehicles sitting in grade-level crossings.

15 What is the potential health impact of the  
16 proximity in the Tri-Cities of the Cottonwood Springs  
17 Elementary School to the railroad tracks for -- they  
18 wouldn't -- I don't know if that would connect to the  
19 Longview port, but the tracks that go through  
20 Kennewick and up over the Cascades go 75 feet from the  
21 center of the Cottonwood Springs Elementary  
22 playground. It's grade-level crossing right next to  
23 an elementary school.

24 And the lost learning time to the students in  
25 that building. I've been in that -- in classrooms in

1 that building when the trains go by. You have to stop  
2 talking because you cannot speak loud enough for the  
3 students to hear you. And the trains are already on  
4 that track, but adding 15 more trains a day or 25 more  
5 trains a day in other locations will further impact  
6 learning.

7 So there's a lot of different things that  
8 should be included in the EIS. And it needs to be a  
9 full scoping.

10 Furthermore, if we send the coal to China and  
11 it is burned, it's not just the climate change  
12 impacts, but the pollution from China comes directly  
13 back to the Pacific Northwest. We already have  
14 mercury warnings for fish in every lake and stream in  
15 the state of Washington. We do not need any more  
16 airborne mercury coming from China.

17 And that's probably enough.

18 SPEAKER 16: Good evening. My name is  
19 Jessica Salvador. I'm a proud resident of Walla Walla  
20 County. Thank you for listening.

21 If you're willing to hear the proposals from  
22 big coal corporations that coal be mined from the  
23 Powder River Basin in Wyoming and Montana, shipped on  
24 trains west through Idaho, Washington, and Oregon  
25 additionally, and exported at coastal terminals for

1 use in China and India, then you have the  
2 responsibility to extend the scope of environmental  
3 and economic impact for the whole process from  
4 stripping to shipping.

5           Considering solely our familiar communities,  
6 it's still evident that we see no profit. We lose  
7 jobs along the rails and on the coast because of  
8 environmental impact and traffic and coal dust. We  
9 are now inconvenienced especially in Spokane where we  
10 can see 44 more trains daily impacting traffic.  
11 Evening Goldman Sachs reports that the window for coal  
12 export profitability is closing.

13           We Washington citizens will be taxed hundreds  
14 of millions of dollars for coal route transportation  
15 accommodations all in the face of 80 million tons of  
16 coal yearly and more and longer trains to ship it.

17           And what of the cost of coopting American  
18 Indians' sacred land at Cherry Point to export a  
19 dirty, deadly product to some of our most important  
20 economic partners in China and India? When we're not  
21 only considering ourselves and our environment, we are  
22 afraid to admit to our own interconnectedness.

23           When we acknowledge the influence we have on  
24 the lives of others, we become accountable. So  
25 knowing that the emissions from burning coal are

1 dirty, negatively impact human and environmental  
2 health, and contribute to global warming, how can we,  
3 in good conscience, allow people to profit by selling  
4 this coal in China and India? We are not so  
5 disconnected from China and India that we are not  
6 impacted by their coal burning.

7 Please expand your scoping report.

8 Thank you.

9 SPEAKER 17: My name is Dorothy Knudsen. I'm  
10 from Walla Walla.

11 And I'm opposed to the coal trains. But what  
12 I've mostly been thinking about as I watch people talk  
13 is how they talk past each other from both sides, how  
14 -- I wonder how open the deciders can be from -- and I  
15 can't remember, Ecology is one of the agencies?

16 What's the other, do you know, the other two agencies?

17 Okay. I mean, are they -- do they have their  
18 minds made up ahead of time? I know that sounds very  
19 paranoid.

20 We could have all kinds of jobs, but a lot of  
21 them would not be moral or ethical. People need work,  
22 but one of the speakers pointed out that when logging  
23 went down they -- they were able to move into a new  
24 area and people do have work and they're earning more  
25 money.

1           So we just kind of -- I don't know why we  
2    have to divide up on these sides and say I'm right and  
3    you're wrong, not pay too much attention to the deep  
4    concerns on the other side or say that's irrelevant.

5           But I truly hope that the decision that will  
6    be made has both wide-ranging and long-term impacts.

7           Thank you.

8           (The statements concluded at 7:59 p.m.)

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I, Shannon K. Krska, a Certified Court Reporter for Washington do hereby certify that, the proceedings were personally held before me at the time and place set forth in the caption hereof; that at said time and place I reported in Stenotype all testimony adduced and other oral proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting under my direction pursuant to Washington Administrative Code 308-14-135, the transcript preparation format guideline; and that the foregoing transcript, pages 1 to 21, both inclusive, constitutes a full, true and accurate record of all such testimony adduced and oral proceedings had, and of the whole thereof.

Witness my hand and CCR stamp at Vancouver, Washington, this 10th day of October, 2013.

Shannon Krska  
SHANNON K. KRASKA  
Certified Court Reporter  
Certificate No. 2967

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**\$800** 14:12

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**4** 4:10  
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**B**

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